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日六十月九午二號

HONGKONG, TUESDAY, OCTOBER 18TH, 1910.

二月

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[a1472]

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[a30]

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12.00 Noont. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
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Hongkong, 1st April, 1909.

[1132]

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[1639]

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Electric Lifts to each Floor.
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Telephone on every Floor.
Every O'clock
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
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[a542]

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Fine View of the Harbour.
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Apply to— MRS. F. W. VATTS,
"Braeside," 20, Macdonald Road.
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[a36]

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[910]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be accepted.

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MARRIAGES.

On September 1st, at London, Commander H. N. RIVERS, R.N.R., of the P. & O. Co., to EVANGELINE RIDDELL.
On September 13th, at Balham, D. C. DICK, A.M. Inst. C.E., Engineer-in-Chief, Chinese I.M. Customs, Shanghai, to EMMA, widow of late T. C. CRAIK.
On September 14th, at Plymouth, Lieut. A. VEITCH, R.G.A., son of late ANDREW VEITCH, of the Hongkong and Shanghai Bank, to YOLANDA MARY DOROTHY KINLOCH.

HONGKONG OFFICE: 10A, DES VENUS ROAD, LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, OCTOBER 18TH, 1910.

THE late Mr. HERBERT SPENCER once proposed to compile a list of the laws affecting trade and commerce enacted by the British Parliament, showing the reason why the laws were enacted, what effect they had, and why they were finally repealed. Unfortunately the support necessary for such an undertaking was not forthcoming and the scheme fell through, but the necessity for some such remembrance is so apparent that probably under a more scientific form of government a record of past experiments will be considered necessary. A scientist who pursued his investigations and experiments in the haphazard way political investigations and experiments are pursued would hardly be considered as one trained in the right spirit of scientific investigation. He would be like a man wandering in a circle, eternally repeating experiments already proved to be failures and only achieving successes rarely by some happy accident. It is true political science is of a very complicated character. There are so

many varying factors which have to be taken into account, so many instances that may make success or failure, that it is small wonder the politician should think that his work can only be conducted by rule of thumb. The very nature of the problem to be solved, however, makes it all the more necessary that an exact record of past experiments should be made. The solution of a complicated problem is not rendered easier by approaching it in a blind-fold condition, such as is the condition of those who, without studying the facts, deny that there can be any political science at all—that the influences at work are too numerous and too varying in their effect to allow any laws to be laid down. How short our political memory is hardly needs pointing out. A generation is almost sufficient to wipe from the slate of our memories the political aspirations of our fathers. No more notable example of this can be found than the sudden reversion of feeling in regard to what was looked upon as a fixed axiom of British policy—the policy of Free Trade. Hardly the sixty years have rolled by since two great parties in the State finally united in sweeping away the remnants of the protective policy, and now, by a turn of the wheel, they are again divided on this very question. The enthusiasm, the labours of those who succeeded in finally abolishing the protective duties have all been forgotten, and the whole story is being repeated anew. It is not uncommon to hear people refer to the freedom granted all nations by Great Britain in her coasting trade as an injustice to the British nation. When in 1823 the first step was taken in the repeal of the Navigation Laws the same cry was raised. The shipowners protested they would be ruined. Yet in the twenty years following that repeal the English merchant navy increased in tonnage by over forty per cent., and all the great British shipping companies have been established since that repeal was made. There can be no doubt these results were due to the impetus given by competition. As long as her coasts were barred to foreign competition shipbuilding remained at a standstill. The same remarkable result is to be seen in regard to trade and commerce. It has been claimed that British skill in manufacture was obtained as a result of the long years in which her industries were protected from competition, and the argument has been used to justify the protective measures of the Japanese Government. But if this was the case—if the ability in manufacture was attained while yet the protective duties were in force, then we should expect to see under the change in policy a large increase in the imports, but none in the exports. In 1851 just after the first decisive steps in the direction of free trade had been taken, the imports of Great Britain were valued at one hundred millions, and the exports (excluding re-exports) were under seventy-five millions. Five years later the imports had risen to £172,000,000, and the exports to £116,000,000, and nine years later the imports were £271,000,000 and the exports £165,000,000. Thus in fourteen years the imports had nearly trebled and the exports more than doubled. There could hardly be more eloquent testimony to the fact that it was the protective policy which was retarded the country's advancement. A further example of how the protective policy rather retarded than assisted the development of the country is to be found in the state of agriculture before the repeal of the Corn Laws. During the time of high prices the landowners and farmers had been apathetic in regard to improvements. Protection had, naturally, not stimulated them to secure larger crops from their land; in the words of Sir ROBERT PEEL, it had been the parent of neglect. Immense tracts of land existed in certain counties, with good roads, good markets, and a moist climate, which were almost in a state of nature—undrained, badly fenced, and wretchedly farmed. As a result, the withdrawal of what was practically a subsidy to the farmers found them quite unprepared to face competition. Instead of the duty on corn having served to promote and improve agriculture it served but to retard improvements. The first Agricultural College in England was not founded until 1856, the year before the Corn Laws were abolished, and all the improvements in agricultural machinery date from that time. The same development followed in manufacturing industries. The duty on raw cotton was abolished in 1845, and in fifteen years the import of cotton had more than doubled, while the supremacy in the trade which is still maintained may be said to date from that time. Although the woollen trade is a very ancient English possession, in 1855 there were only 80,000 people employed in the business and 5,000 power looms; in 1865 the number of persons so employed was about 265,000 and the power looms 140,000. If, however, there is

one infallible sign of prosperity it is a rise in the population, for it is now recognised that the population follows very closely the development of a country's resources. From the beginning of the century up to 1861, when the process of freeing the trade of Great Britain may be said to have been completed, the increase in the population during each decennial period was on an average about two millions. From 1861 to 1871 the increase was over two and a half millions, from 1871 to 1881 over three millions, and from 1881 to 1901 over three and a half millions. No doubt the census to be taken next year will show the rate of increase has been maintained. The special circumstances affecting Ireland exclude that portion of Great Britain from the same increase in population. We have only touched on the circumstances immediately preceding the adoption of free trade; perhaps more interesting conclusions could be drawn from those experiments made in regulating trade and commerce in the preceding centuries when monopolies and other kinds of industry-destroying measures were freely indulged in. The task of delving for such material is a laborious one, however, and one could wish that Mr. Srgcwa had been able to carry out his proposal.

The English mail of the 17th September was delivered in London on the 15th inst.

Sir Francis Piggott, the Chief Justice, has returned to the Colony after a short holiday on the West River.

We are glad to be able to record that though confined to bed, Mr. H. J. Gedge is progressing satisfactorily.

A case (British) of diphtheria was the only case of communicable disease reported in the Colony last week.

Fifteen thousand pesos worth of opium was found last week concealed on the steamer *Islas Filipinas* by the Manila Customs staff.

A dividend of 1 per cent. for the quarter ending Sept. 30 has been declared by the Manila Electric Railroad and Lighting Corporation, on the total issue of £5,000,000 common stock.

According to a recent sanitary census taken in Iloilo that city has a population of 39,381, divided as follows: Americans, 137; Filipinos, 37,811; Europeans, 153; and Chinese, 1,220. Other nationalities not specified, 60.

At the Magistrate yesterday a Chinese was sentenced to six months' imprisonment, six hours' stocks, and subsequent banishment for attempting to commit an indecent assault upon a girl in one of the streets leading from Caine Road.

A man who behaved in a disorderly manner at a Chinese theatre and assaulted the attendants told the Magistrate yesterday that he had been assaulted by the police. His Worship disbelieved the story and sent him to prison for seven days.

We regret to announce the death of Mrs. Bax-Ironside (née Countess Mirza Gyldenholpe), wife of Mr. Bax-Ironside, his Britannic Majesty's Minister at Borneo, and formerly Secretary of Legation at Peking, which took place in London on September 10th.

Three men charged with stowing away on the *Meusang* for Borneo and one man charged with aiding and abetting appeared before Mr. E. R. Halifax at the Magistrate yesterday. They were remanded, the latter having to find bail of \$500 and the others \$100 each.

The return of visitors to the City Hall Library and Museum for the week ending the 16th October shows that of non-Chinese there were 388 to the Library and 229 to the Museum, and of Chinese 171 to the former and 2,891 to the latter. The Library was, therefore, used by 559 persons and the Museum by 3,120.

At the next meeting of the Legislative Council on Thursday an Ordinance to amend the Opium Ordinance, 1909, will be read a first time. Its object is to provide that the declaration on the importation of opium, in the case of a limited company, shall be taken by the manager before taking delivery by himself or his servants. It also makes the failure to make such a declaration an offence against the Ordinance.

The British Consul-General at Seoul (Mr. H. A. C. Bonar) reports that a number of motor boats are used on the rivers and harbours of Korea and on the Yalu river for towing and for carrying passengers. They are at present engined as a rule with Japanese motors, the price of which is high. H. M. Consul-General suggests that there should be an opening here, as also in Japan, for motors of British make.

Yesterday an interesting exhibition of work in connection with the 2nd Battalion of the Buffs Regiment was opened at the R. E. Theatre and attracted considerable attention. The collection embraced frot work, wood carving, paintings, black and white drawings, models, ornamental picture framing, knitting, crewel work, photography, music writing, essay writing, collection of butterflies, cooking, and blouse making.

The Board of the North Borneo Trading Company has resolved to pay an interim dividend in respect of the current year of 1s. 3d. per share (being at the rate of 25 per cent. per annum). In order to further develop some of the 79,900 acres of land owned by the company, it is proposed to increase the capital of the company to £150,000 by the creation of 100,000 shares of 10s. each, to be issued at such premium and on such conditions as may be considered advisable.

The case was remanded in which Cheung Fung Kai stands charged with three others for conspiring to rob a Chinese merchant of \$1,900 and \$300.

E. A. Hudson, the next man to try conclusions with Bill Lewis in theistic art, starts training at the V.H.C. to-night. No doubt the new claimant for the welterweight will attract many to the gymnasium. The fight is for a purse of \$1,000. Hudson is backing himself for \$200, and his ship's company will probably raise more money to put on the artillerist.

Before Commander Basil Taylor, R.N., at the Marine Magistrate's Court yesterday, F. A. Coleman, light keeper at Green Island, prosecuted the owner of a licensed passenger boat for concealing the number of his vessel while passing Green Island. Defendant had nothing to say in answer to the charge and was fined \$40, the alternative being two months' imprisonment with hard labour.

Mr. J. M. Nisbet, who has been transferred on promotion from Foochow to Teng-yeu on the Burmese-Chinese frontier, was entertained to dinner by the Imperial Maritime Customs staff at Foochow before his departure. Dancing followed the pleasures of the table, and a very enjoyable time was spent. Mr. Nisbet has been stationed in the Foochow Customs district almost the whole of his service, and during the greater part of the seven years spent there has been attached to the Native Customs, where during the past year he has been in charge of the O. D. S. department, being a good Chinese scholar, and with a perfect knowledge of Foochow dialect. He has made a host of friends, not only among the foreigners but among the natives as well, and by his unfailing courtesy, ready tact, and sterling qualities has endeared himself to all with whom he has come in contact.

BIG FIRE AT WANCHAI.

850,000 DAMAGES.

One of the largest conflagrations which has taken place in Hongkong of recent years broke out yesterday afternoon in the timber yards on the Praya East, almost opposite the Praya East Hotel, and as the flames spread with considerable rapidity, threatening the tenements of dwelling houses in the vicinity no little consternation prevailed for a time.

As usual it is difficult to arrive at the origin of the outbreak. In this instance it is by no means clear. A European policeman on duty in the locality noticed the smoke coming from the Kwan On timber yard, and before he had time to ascertain its cause a huge blaze shot into the air. He quickly summoned the brigade at No. 2 Police Station, and Inspector Kerr with the firemen lost no time in getting to the scene with the hose. They found that the fire had got a particularly strong hold. As the wood in these yards is stacked for seasoning, leaving a considerable opening between each log, it is easily seen that the draught thus obtained facilitated the progress of the fire. The fresh breeze, blowing in an easterly direction, fanned the flames and rendered difficult the operations of the brigade. At first when the firemen appeared on the scene it was impossible to get near the burning logs. The intense heat given forth made it decidedly uncomfortable to handle the hose even from the verandahs of the houses opposite. However, with the arrival of the firemen from the Central and the added assistance available, they were able to make more headway. Their attention had to be bestowed for a time on the tenements which were scorched and had commenced to smoulder in places. Had the wind been from a northerly direction it would have fared badly with these buildings.

In the early stages of the work the firemen operated under considerable difficulty and danger. Some of them were overcome by the smoke and had to be assisted from the danger zone, and others received minor injuries from falling beams etc. Fortunately none of the employees in any of the yards were in any position of danger. As a matter of fact it is believed that most of them disappeared as soon as it was discovered that fire had broken out.

A pleasing feature of the occurrence was that soon after the flames were noticed a party of blue-jackets—two boat loads—appeared on the scene and offered their assistance. Needless to say this kindly action on the part of the "handy men" was appreciated, and they did good work in separating logs, a very dangerous task, and also managed to get out a boat. When the full brigade turned out, the service of the blue-jackets was no longer required, and they returned to the *Royal Arthur*. Though the cruiser has been here only a few days her visit will be remembered with feelings of gratitude.

Seen from the water the conflagration appeared to have attained to considerable dimensions, and the sight, as the flames, in one great body leapt into the air, was one not likely to be forgotten. The heat given forth was intense and kept back the dense crowd which had assembled. As night fell it was evident that though there was no danger of the fire spreading the flames would not be extinguished for many hours.

The timber yards destroyed are the Kwan On, Heng Tai (the largest), Loeng Sing, Lee, Sam, Lee, Kwan Leung, Chan Tai Kee, and Man Hop. Practically all the timber contained in each is consumed, and the damage is extensive. It is estimated that it will, at least, amount to \$50,000.

MACAO.

Mr. Francisco do Rosario, an inspector of municipal police at Macao, writes to us complaining that he has been insulted by our Macao correspondent writing of him as "Mr. Francisco Yung." Mr. Rosario says that "Yung" is a nickname given to him by the Chinese of Macao. In making the correction we desire to add that we much regret that this nickname appears in our report.

TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

BRITISH SERVICE TO THE "HONGKONG DAILY PRESS."

HUGE AIRSHIP ATTEMPTS TO CROSS THE ATLANTIC.

LONDON, October 17th.
Mr. Wellman, the well-known aviator, has started in his huge dirigible airship "America" from Atlantic City for Europe.

[This attempt to cross the Atlantic is being made under the auspices of the London *Daily Telegraph* and the New York *Times*. The airship is fitted with two ninety-horse-power motors. Light is supplied by a small motor, independent of the engine-room, the illuminating system including a powerful searchlight, for use in case the *America* should encounter a storm at night, and is compelled to descend. A system of telephones link up the engine-room, navigating deck, and lifeboat. Mr. Murray Simon, late of the White Star liner liner *Oceanic* is the navigator. Mr. Vaniman is the chief engineer, Mr. Fred Aubert, of Washington, assistant engineer, and Mr. Irwin, the wireless operator. The course chosen for the attempt is 2,939 miles from Atlantic City to the Sooily Islands. The gas envelope or balloon is 22 ft. long and, fully inflated, contains 345,000 cubic feet of gas.]

BRITISH WARNING TO PERSIA.

LONDON, October 17th.
A Teheran telegram states that in view of the injury which is being done to trade by continued disturbances, Great Britain has addressed a strong Note to Persia, warning the Government that serious consequences would ensue if restoration of order in the South is unduly delayed.

A SUCCESSFUL PARIS LOAN FLOTATION.

LONDON, October 17th.
Despite the labour troubles which have recently been afflicting France, the issue of £9,400,000 sterling, the first portion of the Paris loan of £36,000,000 for City embellishments and sanitary improvements, has been covered thirty times.

GREEK POLITICS.

LONDON, October 17th.
Reuter's correspondent at Athens telegraphs that the King has entrusted M. Venezelos, who recently resigned the presidency of the Cretan Government, with the formation of a Cabinet.

LORD KITCHENER.

LONDON, October 17th.
Mr. Asquith, the Prime Minister, with the approval of the King, has requested Lord Kitchener to join the Council of Imperial Defence.

PORTUGAL.

LONDON, October 17th.
It is reported from Lisbon that decrees will be published to-morrow abolishing the Chamber of Peers, the Council of State, titles of nobility, banishing the dynasty, and secularising charitable institutions.

FROM THE MANILA "CABLENEWS."

STANDARD OIL AND SUGAR TRUST REHEARINGS.

Washington, Oct. 12th.
The rehearings in the Standard Oil and Sugar Trust cases ordered by the Supreme Court of the United States have been set for January by the Federal Court.

RESIGNATION OF A REPUBLICAN "BOSS."

New York, Oct.

SUPREME COURT.

Monday, October 17th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING CHIEF JUSTICE).

CLAIM FOR ICE SOLD.

Lo Kau, trading as the Kwan Yik, sued Suen Tong, a partner in the Hak Po Ting shop, and the Hak Po Ting shop to recover \$991.35, being balance due for goods sold and delivered.

Mr. Otto Kong Sing appeared for the plaintiff, Mr. P. W. Goldring (of Messrs. Goldring, Burlow & Morell) represented the first defendant, and Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office) appeared for the second defendant.

Mr. Otto Kong Sing informed the Court that the plaintiff bought ice from the Ice Company and sold it to different customers. He supplied about 583 tons of ice to the defendants, who carried on business in Canton. The claim was for ice, cooling hire and other sundries.

His Lordship—Was the ice delivered here to them?

Mr. Kong Sing—It was delivered at Canton. Mr. Goldring said as far as he was concerned the first defendant was not a partner, and this would be a partnership issue. He also had to raise the preliminary point that the claim was outside the jurisdiction of the Court, as the ice was delivered in Canton.

Mr. Kong Sing said it was ordered in Canton, but payment was to be made here, and \$50 had been paid.

Mr. Goldring said another point was that the plaintiff had nothing to do with the Kwan Yik. He was not a partner.

Mr. Kong Sing—He is the sole owner.

His Lordship—What about the preliminary point?

Mr. Kong Sing submitted that the case came within the jurisdiction, as the goods were ordered in Hongkong and payment was to be made here. The breach was here.

His Lordship—Was payment to be made here?

Mr. Goldring—As far as my client is concerned he knows nothing about it. I suppose there was a breach here.

Mr. Dixon submitted that Lo Kau was not a partner in the Kwan Yik. His client admitted owing \$893.69 to the Kwan Yik, but said that the plaintiff was not a partner in that firm.

His Lordship—We'll see what transpires in the evidence.

After hearing the evidence his Lordship reserved his decision.

THE TA CHING BANK.

In a letter to the *Shanghai Mercury* correcting some mis-statements which had been translated from the Chinese Press, Mr. Sung Han-Chang, manager of the Ta Ching Bank, gives the following information about the standing of the Bank:

The Ta Ching Government Bank has an authorized capital of Kuping Tls. 10,000,000, of which half has been subscribed by the Government and half by the mercantile community. Of this capital Tls. 7,000,000 has been paid up and a final call of Tls. 3,000,000 due on the 1st instant (of which half has been paid by the Board of Finance, and the other half by the mercantile community, which latter payment awaits confirmation from the Head Office at Peking) has been made, which will make the whole capital of Tls. 10,000,000 fully paid up.

The bank is under the direct control of the Board of Finance, and took over the business of the Huopo Bank. It acts as the Government bankers and will have the sole management of the new coin issue and Government note issue which is in contemplation.

The Board of Finance is not in debt to the bank, and the loans to Provincial Authorities have not materially increased, and they are amply secured.

The Ta Ching Government Bank always sets aside in actual cash 40 per cent. of the value of notes in circulation. The note issue is comparatively small, and very much less than the paid capital of the bank.

The last statement of which we complain is that the Bank was to be entirely handed over to merchants and the official capital withdrawn and a new official Bank started under the title of the Central Bank of China. This is absolutely untrue and is a most damaging statement to make or repeat.

The Government, as previously stated, owns half the share capital, and there is no ground for suggesting that it has either the intention or the power to withdraw this capital from the Bank. The Ta Ching Government Bank is in fact the Central Bank of China, and there is no question so far as we know of a new institution being started to undertake Government business.

CRIME IN THE CITY OF LONDON.

Captain Nett Bower, the Commissioner of the City Police, has issued a report on the subject of the work of that force during the last year. He states that seven persons were killed by horses vehicles and nine by motors, while 501 were injured by the former and 453 by the latter. The street accidents in the City totalled 1,370, as against 1,377 in 1908 and 1,521 in 1907. The number of persons suffering from illness or accident in the street during the period under review was 2175, as compared with 2053 in 1908. Of these 1,607 were conveyed to hospital by electric motor ambulances. The total number of apprehensions for all offences was 2,922, as against 3,513 in the previous twelve months. The indictable offences reported numbered 1,068, and in respect of them 510 persons were arrested. Nearly 200 were offences against property with violence, and 175 were offences against property without violence. For non-indictable offences 2,352 persons were arrested, as against 2,864 in 1908. There were nearly 300 fewer cases of drunkenness. In one case the defendant had been previously charged over 100 times, and in another over 50 times. The antecedents of 445 persons arrested for felonies were unknown to the police at the time of their apprehension, but on their finger prints being taken 252 were identified by that system as having been previously convicted. The value of the property stolen was £53,293 and recovered £47,244 including £243,533 in one case (Mappin & Webb's burglary). Of nearly 1,500 articles of property found in the streets by the police 500 were never claimed.

PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

September 23rd.

THE COST OF LIVING.

The question of the hour in Paris continues to be the rise in the price of living. Discontent prevails throughout the whole of France, and serious trouble is anticipated before long unless a great change for the better sets in. The general rise in food prices is a far more serious problem than many people perhaps think. The question is being thoroughly investigated with a view to finding an immediate solution. Thus, M. Gomot, president of the agricultural group in the Senate, following the initiative of the Socialist party, has invited all the members of his group to gather information as to the causes of the economic crisis under which the inhabitants of France are suffering, and suggest remedies. The Government is to be appealed to on the matter as soon as the group has procured the necessary data. This movement has been precipitated by the action of the restaurant proprietors in the French capital to raise their rates. The powerful General Labour Federation is actively engineering the campaign against dear living. Housewives and workers in town and country are called upon to join the movement of protest against the scandalous and sudden rise in the price of bread, meat, vegetables, wine and sugar, by which tradesmen, great and small, bakers, restaurateurs, and grocers are seeking to share in the spoil by starving the working classes.

"What is to become of us this winter if everything goes up?" is what workers are beginning to ask with interest. Everybody, from the humblest to the highest, is being made to pay more for food. Considering that workmen's wages are limited, unless prices abate starvation must follow. One result of this state of affairs will be to bring co-operative restaurants into greater favour, for they do not intend to increase their prices. It is safe to assume also, that there will be a rapid increase in their numbers. The General Labour Federation declares its intention of opening several such co-operative houses. *Le Journal des Débats* sums up the cruel situation by laying the blame at the door of protection. "The main cause of the present rise in the price of living," it says, "is a bad harvest; but in the case of a product of prime necessity the only remedy is importation, and to this the tariff-wall is an obstacle." When two years ago, as *Citoyen Libé* remarked, there was so much wine in the Midi that it was being thrown away in the streets and the people were on the point of revolution because they could not sell their wine, the prices of the retailers, large and small, did not decrease. To-day, when the producer is raising his prices 10 francs, they are raising their retail price 30 francs.

THE EXPENSES OF A POOR HOUSEHOLD.

It is not at all easy to fix a precise sum to the effect of the increase in the cost of living in Paris on the individual purse. *Le Temps* has, however, made an attempt to do so; it takes the case of a married man with two children in receipt of what is a normal wage in many occupations, 6 francs a day, or an annual income of 1,800 francs, of which sum he is taken to spend 1,200 francs on food, or not quite 3 francs a day. The rise in the cost of bread, meat, wine, and vegetables, results, according to the investigations of *Le Temps*, in an increase of 10 per cent. in the daily expenditure of such a household on food, or nearly 6 sous a day, but as the income has not increased the amount of food consumed must be reduced. These figures are not taken at random, as might be imagined; they, on the contrary, represent the average arrived at by considering a large number of cases, and the reputation of *Le Temps* as the organ of the French Government is such that its figures may be taken as above suspicion. The annual income of 1,800 francs taken as an example by *Le Temps* is not, as a matter of fact, reached by a very considerable portion of the working class, and in the case of smaller incomes there must be greater difficulty in meeting the new state of things, because the expenditure is already reduced to a minimum. The principal demand of the malcontent or dissatisfied *révolté*, it may be remembered, is for a minimum wage of 5 francs a day. Now there are whole classes of workers employed by the State who do not receive this sum; urban postmen, for instance, receive from 1,200 to 1,800 francs a year, while a rural postman's wages vary from 950 to 1,200 francs a year. A gendarme or country policeman receives 1,100 francs a year, and a prison warden less than 1,400 francs. The Customs House men earn less than 25 francs a week, and in the year around the daily wage of the workmen is less than 4 francs a day. The men employed on the upkeep of the national roads receive even less, for their average annual wage is only 875 francs. Even the clerks employed by the Direct Taxation Department get only 1,500 francs a year to begin with. How are such underpaid persons to live properly? Many, it is sad to think, must go short of food, so must their wives and children, unless the wife goes out to work, as the majority of French women do, to make ends meet. Even then they can only scrape together the bare necessities of life.

STRIKE OF MILLINERS.

One might as well be out of the world as out of the fashion. So think the attractive *Madinettes*, or millinery and dressmaking girls, who again attempted to come out on strike this week. Everything would have passed off well had it not been for a certain number of roughs who caused a disturbance; in the skirmish several of the girls unable to get out of the crowd were seriously injured, while the police succeeded in arresting a number of roughs. The strike on the part of the *Madinettes* has so far proved a failure; beyond once more amusing

a big crowd the demonstration had no effect. The girls again made a feeble attempt to sing "L'Internationale!" Many of the fair demonstrators had their hair tied up with red ribbon, doubtless as an evidence of their revolutionary sentiments. As they marched forward, idlers joined the procession more out of fun than sympathy. The strikers, in spite of being allowed to shout to their hearts' content, failed to induce comrades to quit their work. The youngest striker is 13 years of age—the senior an old woman of 80. Though strike pay at the rate of 1fr. 50 cents has been distributed, the movement is doomed to failure. The *Madinettes* are shamefully underpaid and overworked; redress their grievance and all will be well again. As a rule the girls are as merry as cricket, always gay and hard-working.

THE ONCE-FAMOUS PATAUD.

What a humiliation! M. Emile Pataud—for he is never now called "King"—is so reduced in rank and circumstances that he is accompanying the provincial tour of M. Paul Bourget's play "La Barricade," in which the dramatist discusses certain labour problems. Between the acts the once-famous Pataud is glad to deliver lectures, in which he expresses his views on the play, on strikes, on Socialism, on sabotage, and other things. The whole thing, of course, is merely a device to advertise the play, and M. Pataud's motives, pure as they may be, are viewed with suspicion by the "comrades." It will not be an easy matter for Pataud to regain his former popularity; he is looked upon as completely played out this time.

THIS YEAR'S VINTAGE A FAILURE.

"There will be practically no champagne this year," so declares M. Bourgeois, Secretary of the Federation of Champagne Syndicates against fraud. The quantity of grapes, on which was founded the hope of a reduced harvest, is growing smaller every day owing to the ravages of mildew and brown rot, and generally speaking there will be no harvest in the Champagne region. A month ago it seemed that certain districts would escape the general disaster, but since then the situation has become worse. The champagne wine harvest of 1910 will ruin the grower. The loss is estimated at £1,600,000. The merchants can, however, still supply orders for a year from their reserve.

LENTENTE.

"A friend in need is a friend indeed." Great Britain has every reason to feel grateful to France for forbidding the Congress of Young Egyptians, which was to have been held in Paris from September 21 to 26. The Congress is being held in Brussels instead, under certain conditions. There is little comment on the decision of the French Government in the French Press. *L'Humanité*, however, accuses the French Government of cowardice; the Anglophobe *Éclair* does almost as much.

In reply to a letter from Mr. Lin Hock Sui, he is to be informed that there is no objection to his cutting or trimming stone which has already been quarried, but it must be distinctly understood that no further quarrying or blasting is to take place after the 30th inst.

THE RESIGNATION OF MR. FENWICK.

Mr. J. S. Fenwick, in tendering his resignation of his seat on the Council, owing to his approaching departure for Home on leave, having briefly touched on the question of Water and Drainage Scheme for the Settlement, begged to thank the Chairman, his predecessor in the chair, and the other members of the Council, and especially the Secretary, for the courtesy

with which he had been received during his stay.

The Chairman, in proposing a vote of thanks, which was seconded by Mr. Mencarini, and carried unanimously, said that Mr. Fenwick had during his two years' service on the Council performed excellent work—especially on the Works, Assessment and Finance Committees.

They were sorry to lose him, and trusted that on his return to Amoy, after what he hoped would prove an enjoyable holiday, they would again have the benefit of his advice and assistance. They wished him all good luck.

POLICE REPORT.

The Capt. Superintendent reports that the following cases have been dealt with at the Mixed Court since the last meeting—Summons: Obtaining money under false pretences, 1; throwing rubbish, &c., into the public drains, 7; encroaching on land, 1; debt, 2; failing to quit premises, 1; assault, 2; allowing cattle and pigs to stray, 2. Summary Arrests: Wounding, 1; creating a disturbance, 2; assault, 2; trespass, 1; theft, 2; committing a nuisance, 2.

THE TOYO KISEN KAISHA AND ITS NEW PLANS.

HOW IT FORESTALLED OTHER COMPANIES.

Mr. M. Shiraiishi, a Director of the Toyo Kisen Kaisha, who returned to Yokohama from the United States on the *Siberia*, has been interviewed by representatives of the Tokyo Press. Mr. Shiraiishi said that the connection between the Toyo Kisen Kaisha and the Pacific Mail Steamship Company is to be severed by January 26th next year, when the contract between the two parties expires. The Toyo Kisen Kaisha will thereafter carry on its business in co-operation with the Western Pacific Railroad Company. The fact that the Toyo Kisen Kaisha has decided to sever business relations with the Pacific Mail Steamship Company and the Southern Pacific Railroad Company was mainly due to two reasons. The first was that under the contract restriction is placed on the business of the Japanese Company. For instance, the fleet of the Toyo Kisen Kaisha and the Pacific service is limited to three lines only. Such an arrangement was not only inconsistent with the requirements of the times, but was against the principle governing the granting of the State subsidy.

The second reason was that the Western Pacific Railroad Company some time ago thought of entering into an agreement with the Norddeutscher Lloyd or some other steamship company in order to extend its business on the Pacific. Taking advantage of this situation, the Toyo Kisen Kaisha approached the Western Pacific Railroad Company with a proposal for a working arrangement, which had now been agreed upon. The Toyo Kisen Kaisha feared that if the Western Pacific Railroad Company joined hands with any other shipping company the business of the Toyo Kisen Kaisha would be badly affected. The latter was, therefore, fortunate in having established new relations with the Western Pacific Railroad Company. Mr. Shiraiishi concluded with the remark that no keen competition would occur between the Toyo Kisen Kaisha, the Pacific Mail Steamship Company and other shipping concerns, since an understanding exists between them as to freight rates.—*Japan Gazette*.

FLOWER GARDEN ON A LINER.

The launch of the White Star liner *Olympic*—the largest passenger vessel in the world—is fixed for October 20 at Belfast. Among the several remarkable features of the ship will be a fine roller skating rink on one of the upper decks, convertible into a ball-room when desired; a large swimming bath; and a well-equipped gymnasium. An even greater novelty than these will be a flower garden laid out on the sun deck, which in winter is to be covered with a glass roof. Adjacent will be a palm garden. Crossing the Atlantic in midwinter passengers will enjoy the experience of taking tea and listening to the band amid a garden of flowers on the high seas. The gross tonnage of the *Olympic* will be roughly 45,000, or 12,000 tons more than the *Lusitania* and the *Majestic*. The length of the ship is 840ft., with a beam of 90ft., the top deck being 60ft. above the waterline, giving space for nine decks. The accommodation will be for 5,000 passengers and a crew of 600. The *Olympic* will have a sister ship, the *Titanic*, of the same dimensions, which is to put in hand immediately. It is expected that the *Olympic* will be ready to make her maiden voyage in May or June next year.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

The following minutes of a meeting of the Council held at the Board Room, on the 27th September, have been forwarded to us for publication:

Present:—Messrs. W. Kruse (Chairman), J. N. Fenwick, J. Mencarini, L. I. Thomas, K. Tsendzabam, the Health Officer, the Secretary and the Asst. Secretary.

QUARRY OWNERS.

Letters were read from the Senior Consul (1) concerning the minutes of a meeting of the Council held on the 30th ult., and (2) requesting the Council to send him a list of the non-Chinese quarry owners and other persons engaged in cutting or quarrying stone.

PROPERTY WANTED.

Messrs. J. P. Morley and H. Gotwaldt's valuation of the property mentioned in minute 5 of the last meeting was read. It was decided to receive the notes of twenty-one native exchange banks, and on the 8th the whole of the money market was in a threatening and dangerous condition and the circulation of credit notes was entirely stopped. The Yenan Feng bank in particular was in difficulties, and the general feeling became more and more alarmed with the result that there was a complete deadlock, beyond repair. The Chinese Chamber of Commerce, as a matter of urgency, assembled together the heads of the various trades, and on October 9 they held a special meeting of the whole body, at which the chairman, Mr. Cho Chin-chun, presided. He proceeded to make a statement of the reasons for calling this meeting, and thereupon the representative of the exchange dealers, Lin Li-sien, spoke as follows:

"Last May the Cuticura Remedies cured me of a most desperate itching all over my body, legs and arms—only face and hands were not affected. There was no cure more rapid than to be seen, just the intense itching. I took a set of the Cuticura Remedies and from the moment when I first applied the Cuticura Ointment I got relief. I continued using the full treatment until I had a box of Cuticura Ointment, two tablets of Cuticura Soap, and two vials of Cuticura Pills. Then I was quite free from all the trouble and am still well, thank Cuticura, and am going on to my eighty-fifth year.

There is no doubt whatever but that the Cuticura Remedies are the best for all skin ailments and I only wish could publish to the world their value. You are very welcome to make what use you wish of my testimony. Montrose Delahunt, Dooneen, Ballina, Co. Mayo, Ireland, Jan. 4, 1910."

THE FINANCIAL CRISIS IN THE NORTH.

The following account of the action of the Chinese Chamber of Commerce in regard to preserving the stability of the money market is taken from a native paper by the *N.C. Daily News*:

On October 4 a certain foreign bank declined to receive the notes of twenty-one native exchange banks, and on the 8th the whole of the money market was in a threatening and dangerous condition and the circulation of credit notes was entirely stopped. The Yenan Feng bank in particular was in difficulties, and the general feeling became more and more alarmed with the result that there was a complete deadlock, beyond repair.

The Chinese Chamber of Commerce, as a matter of urgency, assembled together the heads of the various trades,

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

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NEW ADVERTISEMENTS

CHINESE Men's Hair, Braslets, Feathers and Stick Canes. Well-introduced AGENT wants the agency of first class firms to represent them in Germany, eventually in France, Holland, Belgium and Switzerland. First Class reference, given and required. Apply sub "F.S.H. 180," Care of RUDOLF MOSSE, Advertising Agency, Frankfurt-on-Main. [1185]

SWEDISH EAST ASIATIC CO., LTD., GOTHEBORG.

NOTICE TO CONSIGNEES.

THE Steamship "PEKING" having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

W. BOWEN-BOWLANDS, Secretary.

Hongkong, 16th October, 1910. [1183]

NOTICE TO CONSIGNEES.

From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"JAPAN."

Consignees of cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatsoever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 17th October, 1910. [1]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & CO., General Agents

Hongkong, 16th October, 1910. [5]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "SIKEH,"

FROM MIDDLESBROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Hot's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 15th Nov., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 2.45 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DODWELL & CO., LTD., Agents.

Hongkong, 17th October, 1910. [1182]

INTIMATIONS

HARMSTON'S CIRCUS.

THE OPENING NIGHT has been POSTPONED until FRIDAY, 28th October. Further Particulars later.

E. ALTON, Agent.

Hongkong, 17th October, 1910. [1178]

G. & R.

SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the EAST-EN Division of the City of Victoria and the EAST-EN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a domestic building used as a Shop, Office or Gidown, must be CLEANSED and LIMEWASHED THROUGHTOUT by the owners during the months of October and November.

N.B.—The word "thorough" used in this notice means that the houses should be Lime-washed in respect of all the Walls of each Room, all Cabiole Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The Backyard must have its Containing Walls lime-washed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed, but must be Cleansed.

The Eastern Division of the City is bounded on the West by Gilman Street and Peal Street. Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North thereof through the Yaumati Service Reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to cleanse and limewash floors at the rate of 95 cents per floor, on application being made to the Secretary of the Sanitary Board.

Dated this 15th day of October, 1910.

W. BOWEN-BOWLANDS,

Secretary.

Hongkong, 17th October, 1910. [1174]

JUST PUBLISHED:

"POPPY PETALS,"

By D.C.C.

Author of "LUI SING,"

"The Flight of an Arrow," &c.

PRICE ... \$3.50.

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KELLY & WALSH, LTD.

Hongkong, 27th September, 1910. [1114]

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Parisian Flexible Hair Forms.

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Hongkong, 15th October, 1910. [707]

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Hongkong, 8th June, 1906. [84-168]

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of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1909.

REVISED BY THE MEMBERS.

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DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

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TASMANIAN STURMERS

OF

EXCELLENT QUALITY

20 Cents Per lb.

THE

DAIRY FARM CO., LTD.

Hongkong, 17th October, 1910. [1182]

42

INTIMATIONS

NOTICE OF FIRM

SUN SHING.

THE BUSINESS of the SUN SHING is now being carried on in co-partnership by the undersigned at the usual address, No. 90, Queen's Road Central, Victoria, Hongkong, and Mr. LEUNG WING PO has been Appointed MANAGER.

The Public are respectfully solicited to continue their patronage and confidence, and their Orders will be carefully and promptly carried out.

NG HON CHI,
TSI YUM CHI,
SUM PAK MING,
FUNG HEUNG CHUN,
CHAN SING HO,
CHEUNG YUNG CHAU,
CHEUNG MAN HING,
CHAN TSZ MUI,
LEUNG HOI LAU.

Hongkong, 11th October, 1910. [1165]

NOTICE OF REMOVAL

WE have this Day REMOVED our Offices to No. 8, DES VEAUX ROAD CENTRAL, 2nd floor (corner of Ice House St) WEASER & RAVEN, Architects and Surveyors.

Hongkong, 1st October, 1910. [1134]

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A QUALIFIED DOCTOR for a Steamer to Singapore for two trips this year. Must possess a Diploma recognized by the Straits Government. Applications should be made on or before 20th inst. to—

KIN TYE LUNG,
No. 27, Bonham Strand W.
Hongkong, 17th October, 1910. [1179]

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JAPANESE GIRL, wishes to have a Situation as Lady's Amah or Baby Nurse. Speaks English fluently.

Apply to—

Care of "Daily Press" Office.
Hongkong, 14th October, 1910. [1170]

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The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOME & CO.

Agents.

Hongkong, 19th July, 1910. [783]

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DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

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Telephone 126.
Hongkong, 27th January, 1910. [1022]

</div

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Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

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MUSTARD & COMPANY.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
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From BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their bisk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

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B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 19th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 13th October, 1910. [1]

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No. 2, Pedder, Street, Hongkong.

Hongkong, 9th January, 1909. [574]

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NOTICE—THIS COAL can only be obtained from THE LABUAN COALFIELDS Co., LTD., who are prepared to Supply FRESH COAL straight from the Mines Steamer load at the Wharves. Quick despatch Telegrams: "Labor Labuan."

BRADLEY & CO., Agents.

Hongkong, 12th August, 1909. [931]

RUBBER TROUBLES AT SHANGHAI.

L. R. MICHAEL & W. V. CARMICHAEL.

This case in which His Lordship had reserved judgment, was called again on the 11th inst. in the Supreme Court at Shanghai.

Mr. Loftus E. P. Jones appeared for the plaintiff, and Mr. S. Fessenden for the defendant.

His Lordship said—I have been considering this case very carefully and I have come to the conclusion that at the present time I have not sufficient material to enable me to decide it. I saw you, gentlemen, yesterday in Chambers, and I indicated the line I proposed to take, and I propose also at the present time to tell you what facts I find and what further information and argument I must have before I can deal with a case of this kind, and I will also state my reasons for adopting a course of this somewhat unusual nature. The facts which I am prepared to find on the evidence are:—

1. The defendant employed the plaintiff to speculate for him on the Shanghai Stock Exchange by purchasing rubber shares for difference.

2. The defendant knew that he ran the risk of having to accept shares, but was content to run the risk of having to do so, in the expectation and hope that the plaintiff would be able so to arrange matters as to render nothing but differences payable.

3. The plaintiff never contemplated the defendant taking delivery of the shares.

The case was heard by me on Tuesday last when I took time to consider. It was practically tried without pleadings, the enforcement on the writ does not set out the terms of the contract, or the customs of the Shanghai Stock Exchange relied on. The defence, besides the allegation that this was a gainful and wagering contract, contains a general traverse of the liability and loss which the plaintiff must be taken to have alleged himself to have suffered (the action being by way of indemnity) and of his having performed any service which entitles him to indemnity.

By this plea the whole of the terms of the contract are in issue, and the manner in which it was carried out, as well as whether the contract is valid under 8 and 9 Vict. c. 109.

The issues are therefore not sufficiently defined, and I shall, under Rule 123, frame the following issue of fact. I know that it is unusual to take such a course at this stage, but in addition to it I have said the matter is of enormous importance and my judgment may affect millions of money. I cannot do justice to the issues on the very meagre materials I have, and I shall therefore direct a further consideration of this matter and give leave to the parties to advance fresh evidence on the points other than those I have already found. The issue of fact are as follows:—

A. What are the terms of the contract between the plaintiff and the defendant?

B. What customs of the Shanghai Stock Exchange are alleged by the plaintiff to govern the contract? Had the defendant knowledge of them?

C. Did the plaintiff in fact purchase the shares which he undertook to purchase for the defendant? and if not, what was the contract made with the selling brokers?

D. Has the plaintiff paid any sum on account of liabilities incurred by him in consequence of the contract in this case?

E. What liabilities did the plaintiff incur (a) in purchasing shares on the Stock Exchange (b) at the time of the settlement in consequence of the defendant's contract and refusal to take delivery?

F. Has the plaintiff committed a breach of contract by refusing to sell shares when requested to do so by defendant?

I may point out that the application of certain rules of the Stock Exchange in other cases does not necessarily bind the Court as between the present parties, and I would particularly direct counsel's attention to the case of Robinson & Mollett and others reported in L. R. 7 H. L. 2803. I shall deduce from my findings on the legal position of the parties and their mutual rights and liabilities.

I may add, gentlemen, that I have carefully excluded from this issue anything but plain issues of fact. For instance, to make myself clear and for your information so that you may know what I want, take "B," for instance—"What customs of the Shanghai Stock Exchange are alleged by the plaintiff to govern the contract?" There might be a further question, which, however, is in a question of law which I have therefore not put there. "Is the defendant to be bound by them although he did not know them?" That is a question of law to be deduced from the argument. I asked you when I handed you copies of these issues yesterday to consider whether there was anything further you wished, and I should be pleased to hear you.

Mr. Fessenden said that he had no suggestion, but he would like to ask whether Counsel should assume that "E" was intended to cover the whole of the June settlement?

His Lordship—In so far as there are liabilities.

Mr. Fessenden—Any fact connected with that settlement which in our judgment would affect the relations of the parties?

His Lordship—It seems to me that unless the plaintiff has contracted a liability which is enforceable in law it would not be possible for him to enforce it against the defendant except in the absence of some special contract. That is not a ruling, but an opinion in order to guide you as to what you would be entitled to go into.

Mr. Jones said that His Lordship had referred to the fact that he handed Counsel copies of these issues the previous day. From that statement it might possibly be thought that the present proposal and the way in which the case should be dealt with was a matter of concurrence or consent on the part of Counsel. His Lordship had directed that the matter be dealt with in this way entirely as Judge, and did not consult the parties.

His Lordship—I have not consulted the parties on the subject.

Mr. Jones—But what I meant to say was that I had not concurred in this way of dealing with the case.

His Lordship—No.—N.C. Daily News.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Prince Edward* left Shanghai on the 15th instant, at 5 p.m., and may be expected here to-day at 6 a.m.

The P. & O. S. N. Co.'s str. *Nomur* left Singapore for this port on the 15th instant, at 10 a.m., and is due here on the 20th instant, at noon.

The C.P.R. Co.'s str. *Empress of Japan* arrived at Kobe at 8.30 a.m. on the 15th inst., and left again at noon same day for Yokohama, where she is due to arrive at noon on the 16th instant.

The M.M. str. *Tonkin*, with the French Mail of the 25th ultimo, arrived from London on the 17th instant, at 5 p.m., and is expected to arrive here on the 24th instant, at daylight.

The P.M. str. *Montague*, which sailed from Hongkong on the 17th ultimo, arrived at San Francisco on the 15th instant.

THE HONGKONG DAILY PRESS, TUESDAY, OCTOBER 16TH, 1910.

THE INDO-CHINESE OPIUM TRAFFIC.

A UNITED CHRISTIAN APPEAL.

The following "United Christian Appeal for the Ending of the Indo-Chinese Opium Traffic" has been addressed to the Churches and Christian communities throughout the British Empire:—

We have received an appeal from an important representative conference on the opium evil, held at Edinburgh immediately following the World Missionary Conference, addressed to the Archbishops and Bishops of the Anglican Communion, and to the leaders of all the Protestant denominations in Great and Greater Britain, expressing concordant action throughout the Empire on this momentous subject.

With the memorialists we recognize the gravity of the present crisis. We welcome also the assurance given in the highest quarters that it is engaging the serious attention of our leading statesmen. We recognize that with them must rest the ultimate solution of the financial problems involved; and we share the hope expressed by the World Missionary Conference

that the British Imperial and Indian Governments may be able to meet the financial difficulties created by the cessation of the opium revenue in a way that shall not increase the taxation of the mass of the people in India nor injure the Feudatory States concerned.

Empire; and we have good reason to believe that they are anxious to answer it. But that it should be done and done as quickly as possible is a decision which ought to be asserted and maintained by all citizens who care for the honour of the nation, most of all by those who profess and call themselves Christians.

The duty is the more urgent because we cannot without additional shame hope to co-operate with what seem to be the genuine desires and efforts of the rulers of China. I cordially agree with you and those with whom you are acting that a special effort should be made to instruct and invite the Christian public opinion of the nation, so that it may strengthen the Government in pursuing a courageous policy of reparation.

Yours very truly, COSMO EBON.

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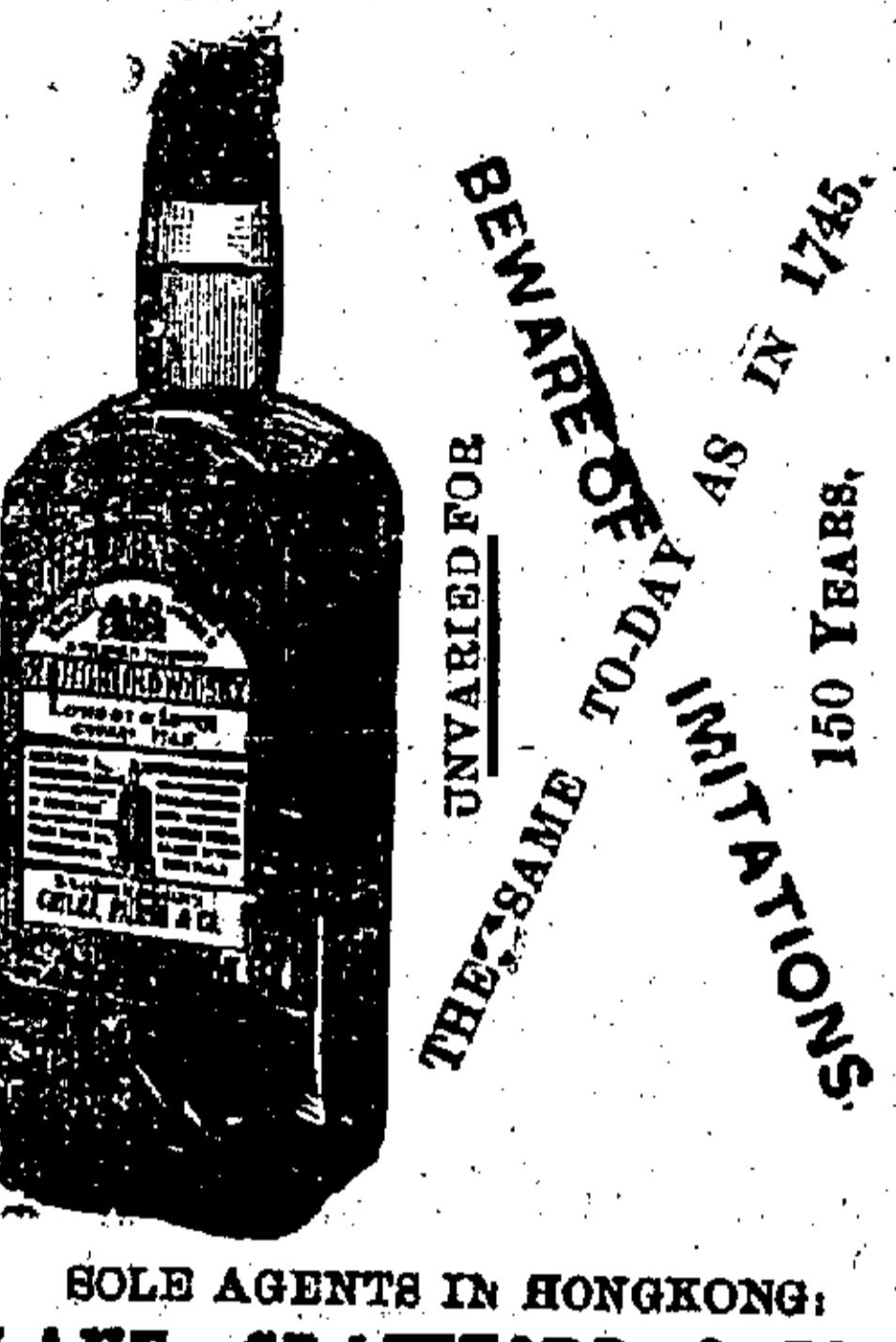
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The stirring ethical and national exemplifications, founded on the author's most recent personal experiences amongst Indian and other Eastern nations, are pleasantly clad in the garb of a romance so as to produce a fascinating study enlarging the knowledge—also in regard to that occult Indian faculty, which almost seems to initiate a new sense.

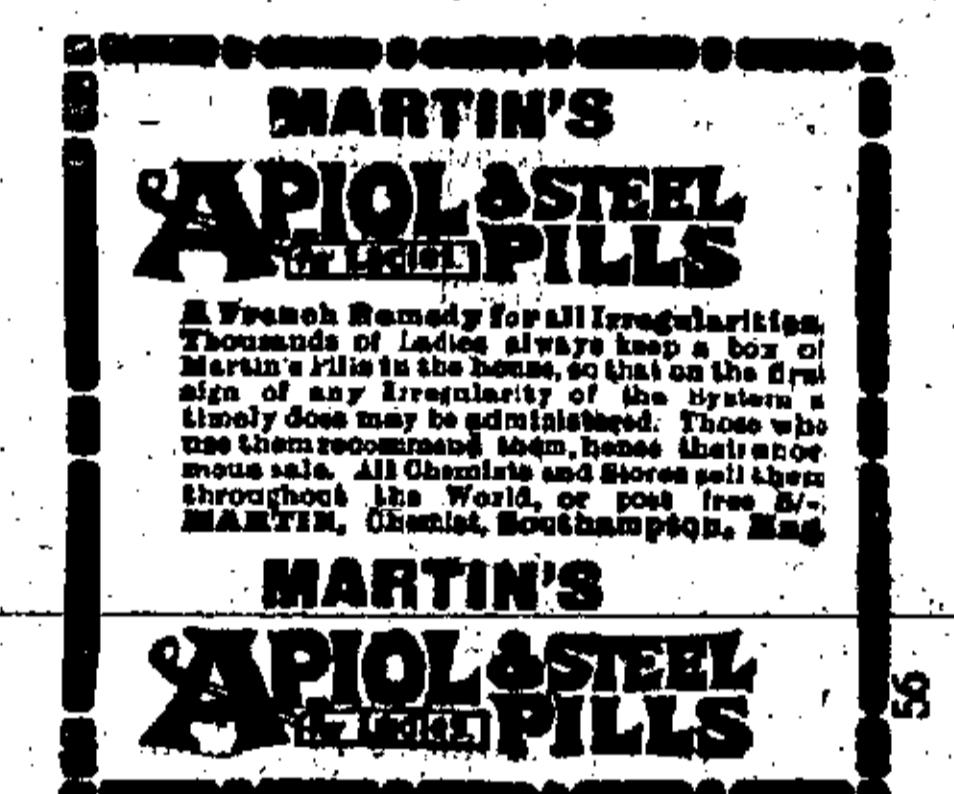
This modern English publication indicates a step forward in the political and psychological evolution of humanity, and should be read by all those whose thoughts are apt to dive at times into the mysteries of creation.

[186]

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



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RUBBER COMPANIES.

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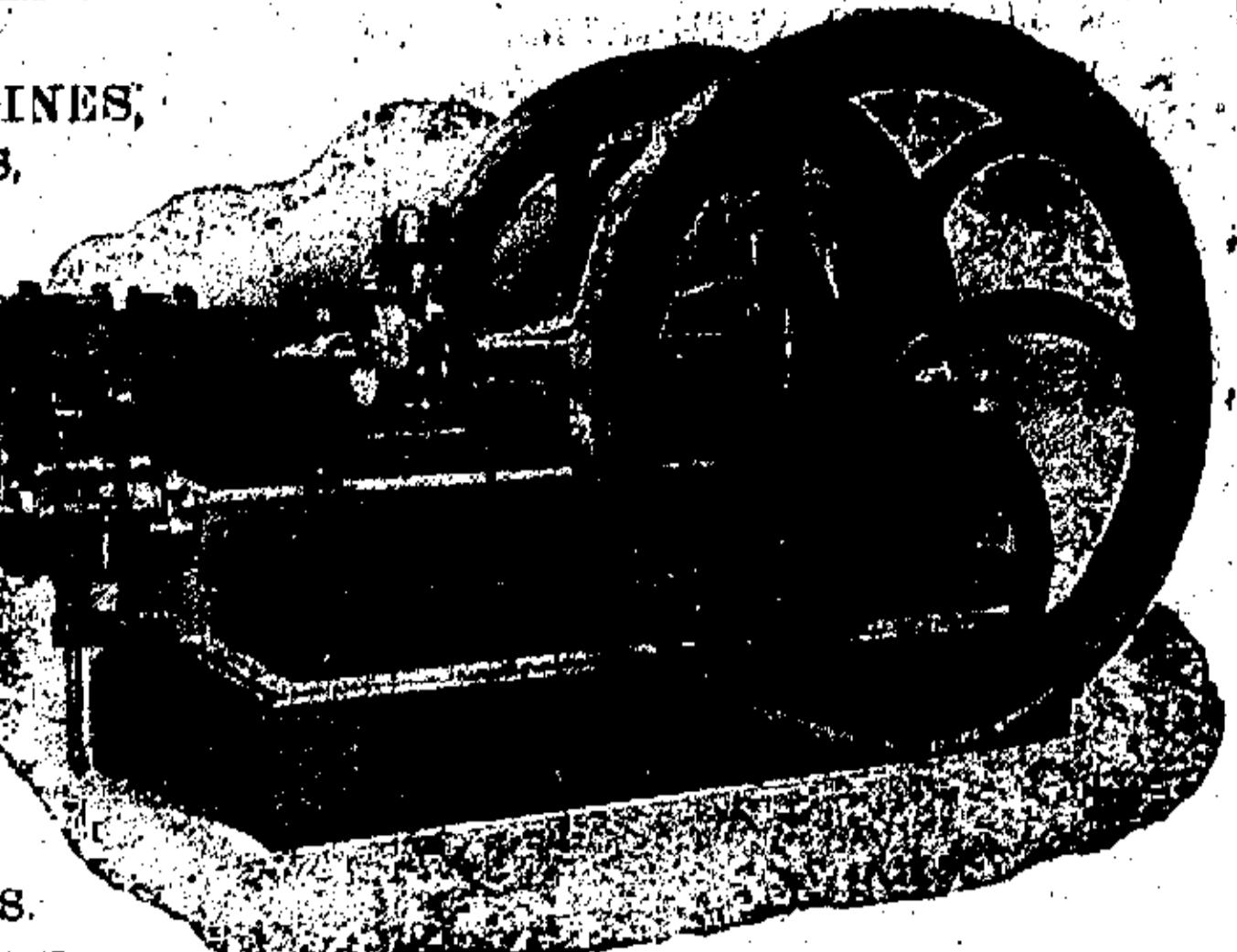
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TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin, 1858; Tarif Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Duties, 1869; Chiofo, 1870, with Additional Article; Opium Convention, 1886; Chunking Convention, 1891; Tibet Sikkim Convention, 1890; Burma Convention, 1897; Kowloon Extension, 1898; Weihaiwei, 1898; Convention, Commercial, Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1853; Convention, 1860; Tientsin, 1863; Conventions, 1863, 1887 and 1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional, 1863; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880; Kiaochow, Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1895; Liouting Convention, 1895; Commercial, 1896; New Port 1898; Supplementary Commercial, 1903.

Russia—St. Petersburg, 1851; Russian Land Trade, 1881.

Portugal, 1853; Commercial Treaty, 1904.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1859; Duties Convention, 1865; Russia, Agreements as to Corea; United States, Extradition Treaty, 1858; Great Britain (Alliance) 1865; Russia (Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876; Japan, 1901 and 1905; United States, 1882; Great Britain, 1895.

TREATIES WITH SHAM

Great Britain, 1856, 1899 and 1909; France, 1898 and 1904; Japan, 1893; Russia, 1899.

Great Britain and France, Siamese Frontier.

Great Britain and Russia, Halfway Convention, 1899.

CUSTOMS TARIFFS

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China, Japan, Siam, Corea.

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SINCE THE REVOLUTION.

NEW MONARCHIES

The revolution in Portugal gives a special interest to this reference to the rise of some monarchies of Europe.

Apropos of the conversion of the Principalities of Bulgaria, and Montenegro into Kingdoms, the Gazette tells us of the number of monarchies that have arisen in Europe since the French Revolution.

It is a singular fact, it remarks, that never in the history of the world have so many kings been made in so short a time. Not a single new royalty was created during the two centuries preceding the Revolution, but since then many new ones have come into existence, some of them more prosperous.

Only one republic—the French—has been created since 1789. Certain monarchies have disappeared in the same time, and been replaced by others. Such, for instance, as those of Joseph Bonaparte at Naples and in Spain, of Jerome in Westphalia, of Louis in Holland, of Mount of Naples, and later, the monarchies of the Bourbons of Sicily. As for the Pope, although deprived of his state, he remains enthroned at the Vatican, the palace and pontifical buildings, as well as the ambassadors accredited to him, being regarded as extra-territorial.

Hanover, created a monarchy in 1814, in order to separate it from England, has disappeared as an independent kingdom, having been annexed by Prussia in 1866. The Duke of Cumberland, Ernest Augustus, made King of Hanover in 1814, was the younger brother of the Duke of Kent, father of Queen Victoria. He had only one successor, namely, his son, George V., who, though totally blind, had himself tied to his horse's saddle, and riding between two of his aides de camp, led his soldiers against the Prussian infantry.

Eleven new kingdoms have arisen since the French Revolution.

The history of Bulgaria and Montenegro is too recent to need more than a passing reference. As regards Norway, which was separated from Sweden in 1805, it has had the good sense to reject a Republican régime, although the whole country is essentially democratic.

Thus whatever influence the French Revolution has had on the destinies of Europe, it has been in the direction of extending the constitutional régime, but at the same time strengthening and consolidating the monarchy—a sufficient object lesson," says the *Gazette* in conclusion.

The incidents of the revolution at Lisbon must be taken as applying an exception to the rule of the conclusion come to in the final statement made by the *Gazette*.

ELEVEN NEW KINGDOMS.

The history of Bulgaria and Montenegro is too recent to need more than a passing reference.

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SHIPPING.

ARRIVALS.

BINGO MARU, Japanese str., 3873, S. J. G. Parsons, 16th Oct.—Singapore 10th Oct., General—Nippon Yusen Kisha.

CAEL DIERDORFFEN, German str., 774, Chr. Jürgenson, 16th Oct.—Quang Chow Wan 15th Oct., General—John & Co.

CHINA, Austrian str., 3,693, F. Pavisch, 17th Oct.—Trieste 27th August and Singapore 10th Oct., General—Sander, Wieland & Co.

CHOWWA, German str., 1,115, I. Heyengor, 17th Oct.—Bangkok 8th and Siam 10th Oct., Rice and Wood—Butterfield & Swire.

GLENFALLOCH, British str., 1,455, J. Mason, 17th October—Singapore 11th October—General—Joo Tok Song.

JAPAN, British str., 5,000, H. W. A. Clark, 16th Oct.—Singapore 11th October, General—P. & O. S. N. Co.

LAEBERT, British str., 1,340, Frampton, 17th October—Saigon 12th October, Rice and General—Chinese.

RAJABUJI, German str., 1,898, H. Brewer, 17th Oct.—Bangkok 8th October, General—Butterfield & Swire.

RUBI, British str., 1,618, R. Rodger, 17th October—Manila 14th October, General—Shewan, Tomes & Co.

VESTFOLD, Norwegian str., 1,172, Bertelson, 16th Oct.—Bangkok 5th and Hohow 15th Oct., General—China-Siam S. N. Co., Ltd.

YUENANO, British str., 1,128, P. H. Rolfe, 17th Oct.—Manila 14th Oct., General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
17th October.

BINGO MARU, Japanese str., for Shanghai.

CHIANG, German str., for Bangkok.

HAIKONG, British str., for Swatow.

HONGKONG, French str., for Haiphong.

LOCHIN, German str., for Bangkok.

MACHIN, German str., for Bangkok.

PEKING, Swedish str., for Shanghai.

PITANUOK, German str., for Yokohama.

SILK, British str., for Shanghai.

DEPARTURES.

17th October.

ABRAHAM APGAR, British str., for Shanghai.

CHINHUA, British str., for Canton.

KALANG, British str., for Canton.

SIERRA, American str., for Manila.

SHIPPING REPORTS.

The British str. *Glenfalloch* reports: Mod. N.E. winds, heavy swell from N.N.E. to Boma Bay Roof; thence light N.E. sea to port.

VESSELS IN DOCK.

September 26th.

TAIKOO DOCK.—Union.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *China* is due here to-day between 6 and 8 a.m.

The P.M. str. *Manchuria* left Yokohama on the 13th inst. en route for Hongkong, and is due to arrive at this port on the 23rd instant.

The T.K.K. str. *Choya* was sailed from San Francisco on the 4th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 1st prox.

The P.M. str. *Asia* left San Francisco on the 11th instant en route to Hongkong, via Honolulu, Japan and Shanghai, and is due to arrive at this port on the 8th prox.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Monteagle* arrived at Shanghai at 5 p.m. on the 15th inst., and left again at midnight on Saturday for Hongkong, where she is due to arrive this evening.

The C.P.R. Co.'s str. *Empress of China* arrived at Shanghai at 9.30 p.m. on the 16th instant, and left again at 7 p.m. on Monday for Hongkong, where she is due to arrive at 9 a.m. on the 17th instant.

THE GERMAN MAIL.

The I.G.M. str. *Prinzess Alice*, carrying the German Mails with dates from Berlin of the 21st ultimo, left Singapore on the 15th inst., at 10 a.m., and may be expected here to-morrow at 3 p.m.

THE INDIAN MAIL.

The Indo-Chinatran *Fookhang* left Calcutta for this port in the Straits on the 10th inst., and may be expected here on or about the 25th instant.

THE AUSTRALIAN MAIL.

The E. & A. str. *Empire* from Sydney, &c., left Port Darwin on the 11th inst. for Timor, Manila and this port.

MERCHANT STEAMERS.

The H.-A. Linie str. *Senegambia* left Singapore on the 12th inst. a.m., and may be expected here to-day p.m.

The Barber Line str. *Suruga* sailed from New York on the 21st ultimo for Hongkong, via the Straits.

The T.K.K. str. *Hongkong Maru* sailed from Calcutta on the 3rd instant for this port, via the usual ports of call.

The Barber Line str. *Shimosa* sailed from New York on the 6th instant for Hongkong via the Straits.

The G.N. str. *Minnesota* left Kobe for this port via Nagasaki and Manila on the 8th inst., and is expected here on the 21st instant.

The O.S.K. str. *Chicago Maru* from Tacoma left Yokohama for this port via Kobe, Nagasaki and Manila on the 9th instant, and is expected here on or about the 23rd instant.

The Eng Hoh Fong S.S. Co.'s str. *Persia* sailed from Guayaquil, Mexico, on the 27th ult. p.m., and is due here on or about the 25th inst.

The Swedish East Asiatic str. *Centurion* left Port Said on the 12th instant, and is expected here to arrive on the 11th prox.

PASSENGERS ARRIVED.

Per *China*, from Trieste, &c., Miss Pemberton, Mrs Hooper and Mr Noroojee.

Per *Yunnan*, from Manila, Messrs Edward, Mullens, Leon, Aguilar and L. W. Aborn, Mr. and Mrs. W. W. Burton.

DEPARTED.

Per *Sister*, for Manila, Mr. Mr. Lee Toma, Mr. and Mrs. H. C. L. Kewell, Hon. L. Ossie, Dr. M. Reichard, Mr. and Mrs. F. R. White, Mrs. C. R. Hager and infant, Master R. Hager, Miss E. Hager, Mrs. A. J. Francis, Miss A. Tennett, Mr. and Mrs. S. M. Jones and infant, Master A. Jones, Miss E. Jones, Mr. P. H. Frank, Mr. and Mrs. F. G. Eastwick, Mr. B. P. Schwirin and infant, Mr. B. C. Howard, Mrs. Sydney Smith, Mr. S. Smith, Jr., Mr. C. A. Damm, Mr. W. H. Burtt, Mrs. G. P. Jordon, Mr. and Mrs. E. C. Knox.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPEROR OF CHINA" SAT., 29th Oct. "MONTAEGLE" TUESDAY, 8th Nov. "EMPEROR OF INDIA" SAT., 19th Nov. "MONTAEGLE" TUESDAY, 23rd Nov. "EMPEROR OF JAPAN" SAT., 17th Dec. "MONTAEGLE" WED., 25th Jan. "EMPEROR OF CHINA" SAT., 14th Jan. "MONTAEGLE" WED., 25th Jan.

From Quebec. "ALLAN LINE" FRIDAY, 25th Nov. "EMPEROR OF CHINA" SAT., 29th Oct. "MONTAEGLE" TUESDAY, 8th Nov. "EMPEROR OF INDIA" SAT., 19th Nov. "EMPEROR OF JAPAN" SAT., 17th Dec. "MONTAEGLE" WED., 25th Jan. "EMPEROR OF CHINA" SAT., 14th Jan. "MONTAEGLE" WED., 25th Jan.

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**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	JAPAN	About 18th Oct.	Freight only.
LONDON and ANTWERP	NORE	10 A.M., 19th Oct.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. G. Phillips	10 A.M., 19th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NAMUR and YOKOHAMA	NAMUR	10 A.M., 21st Oct.	Freight and Passage.
SHANGHAI	ARCADIA	About 28th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 29th Oct.	See Special Advertisement.
OF CALL	Capt. H. Powell	Oct.	

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 18th October, 1910

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW & AMOY	"NINGPO", "TAMING", "CHINHUA", "ANHUI", "SUNGKUANG", "TEAN", "LINTAN" and "SANU"	On 18th Oct., Noon. 18th Oct., 4 P.M. 20th Oct., 4 P.M. 22nd Oct., M'light 25th Oct., 4 P.M. 25th Oct., 4 P.M. Weekly.
MANJU	"TAMING"	On 18th Oct., 4 P.M.
SHANGHAI	"CHINHUA"	On 20th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 22nd Oct., M'light
ILIOLO & CEBU	"SUNGKUANG"	On 25th Oct., 4 P.M.
MANILA	"TEAN"	On 25th Oct., 4 P.M.
SWATOW, CHEFOO & TIENSIN	"KUEICHOW"	On 25th Oct., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th October, 1910

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 27th October.
SHANGHAI, YOKOHAMA and KOBE "SIAM"	"SIAM"	On 6th December.

For further Particulars apply to—

MELCHERS & CO., AGENTS.

Hongkong, 11th October 1910

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINACOASTPORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING" ...	Capt. W. C. Passmore ...	TUESDAY, 18th Oct., at 11 A.M.
"HAITAN" ...	Capt. J. W. Evans ...	FRIDAY, 21st Oct., at 11 A.M.
"HAIYANG" ...	Capt. A. E. Hodges ...	TUESDAY, 25th Oct., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMERS	FOR	TO SAIL
"HAICHING" ...	"YUENSANG" ...	Friday, 21st Oct., 4 P.M.
"HAITAN" ...	"CHIPSHING"	Saturday, 22nd Oct., Noon
"HAIYANG" ...	"FOOKSANG"	Friday, 28th Oct., Noon
"MANILA" ...	"LOONSANG"	Friday, 28th Oct., 4 P.M.
"SINGAPORE, PENANG & CALCUTTA" "KUTSANG" ...	"KUTSANG"	Saturday, 29th Oct., Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,

Hongkong, 18th October, 1910.

GENERAL MANAGER

[14]

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 21st Oct., 4 P.M.
TIENTSIN	"CHIPSHING"	Saturday, 22nd Oct., Noon
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 28th Oct., Noon
MANILA	"LOONSANG"	Friday, 28th Oct., 4 P.M.
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Hongkong, 18th October, 1910.

GENERAL MANAGER

[14]

SOUTH AMERICAN LINE.

REGULAR SHIPSHIP SERVICE FOR			
CALLAO, IQUIQUE, VALPARAISO, ETC.	VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).	1910,	
H.S. BUJO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.	
H.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.	
H.S. KIYO MARU	1,200 "	About Mid. Feb. 1911	

For particulars apply to N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong 1st September, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA	"CHICAGO MARU"	6,182	WED'DAY, 2nd Nov., at Noon
VIA MOJI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 30th Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 26th Oct., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU"	THURSDAY, 27th Oct., at 10 A.M.
TAMSUI VIA SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 23rd Oct., at 10 A.M.
CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NIESHEN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.		

HONGKONG-NANKING, RETURN.

1ST CLASS. 2ND CLASS. 3RD CLASS.

\$73.00 \$55.00 \$27.00

PRIMAS BOTTLES

KEEP DRINKS WARM AND COLD.

All different styles may be seen at my Office,
where also a small stock is kept.

HUGO C. A. FROMM.

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-11

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that the Christmas and New Year Parcel mail to the United Kingdom and other countries in Europe will be closed in this office at 5 p.m. on Friday, the 12th of November, 1910. This parcel mail by the long sea route via Gibraltar is due in London on the 17th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents. Such parcels are due to reach London with the Letter mail on the 9th December.

Parcels containing any article of Gold or Silver must be insured for at least part of their value. All Insured parcels must be sealed. All the seals on the parcel must be of the same kind of wax and must bear distinct impressions of some private device. This device must be the same on each seal. Strait, Carved, Dotted or Crossed lines are not admissible. Buttons or Coins must not be used for sealing parcels.

The Clerks of the Post Office are strictly forbidden to seal parcels or to affix Declaration Forms or Stamps on Parcels or Letters, for the Public Parcels that in the opinion of the officer accepting the same do not comply with the above regulations will not be accepted.

The China, with the American mail, is due to arrive here to-day. The P. E. Friedrich, with the Siberian mail, is due to arrive here to-day. The Princess Alice, with the German mail of the 21st ult., left Singapore on Saturday, the 18th inst., at 10 a.m., and may be expected here to-morrow, at 3 p.m. The Empress of China, with the Canadian mail, left Shanghai on Monday, the 17th inst., at 7 p.m., and may be expected here on or about Thursday, the 20th inst., at 9 a.m.

FOR	FROM	PER	DATE
Haiphong	Hongkong	18th, 9.00 A.M.	
Swatow, Amoy and Foochow	Haiching	18th, 10.00 A.M.	
Bangkok	Macau	18th, 11.00 A.M.	
Swatow and Amoy	Ningpo	18th, 11.00 A.M.	
Macao	Su Tai	18th, 1.15 P.M.	
Manila	Tamuning	18th, 3.00 P.M.	
Saigon	Victoria	18th, 4.00 P.M.	
Amoy	Glenfalloch	18th, 4.00 P.M.	
Singapore, Penang and Colombo	Norfolk	Wednesday, 19th, 9.00 A.M.	
Swatow	Hainan	Wednesday, 19th, 10.00 A.M.	

EUROPE, &c., INDIA VIA TUTICORIN...
(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents)

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Shanghai, Yokohama and Kobe...
Macao...MOJI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU AND SAN FRANCISCO...
To connect with s.s. Siberian at Japan...
To connect with s.s. Siberian at Japan...Singapore, Penang and Calcutta...
Shanghai...
Shanghaian, Moji, Kobe and Yokohama...
Thursday Is., Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle...
Swatow, Amoy and Foochow...
Manila...
Moji, Kobo, Yokohama, Honolulu, Manzanillo, Salina, Cruz, Callao, Iquique and Valparaiso...
Manila...Shanghai...
SIBERIAN MAIL TO EUROPE...EUROPE, &c., INDIA VIA TUTICORIN...
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail...* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
VICTORIA AND VANCOUVER (B.C.)...EUROPE, &c., INDIA via TUTICORIN...
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The Parcel mail will be closed on Friday, 28th inst., at 5 p.m.

TELE. ADDRESS MARINEWORK. 司公限有林威積 PHONE 358.

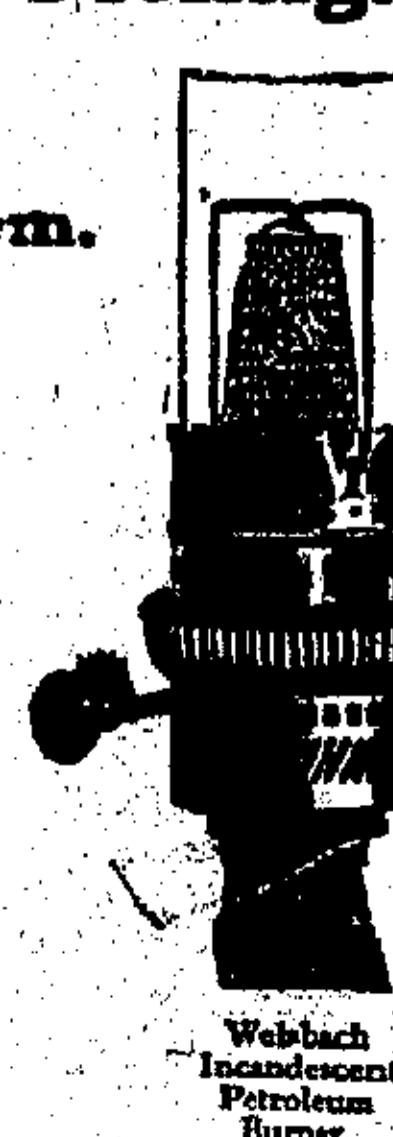
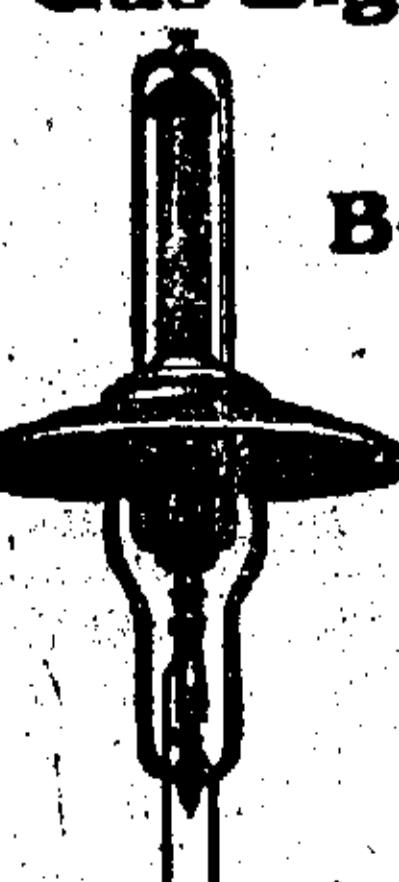
WILLIAM C. JACK & CO., LTD.,
Gas Lighting, Heating and Cooking.The most Efficient, Economical,
and Reliable is the

British Welsbach System.

The Welsbach guaranteed burners, with Manifolds of Welsbach Manufacture and Welsbach Artistic Fittings, make Welsbach not only the lightest but the most beautiful of all lights.

Also the Welsbach Kerosene Incandescent Lamp gives the highest results with the lowest consumption.

Every description of Gas Fittings, Heating and Cooking Stoves, Oil Incandescent Lamps, Oil Cooking Stoves and Accessories, can be seen at the Show rooms.

14, Des Voeux Road,
Central, Hong Kong.(See Agents for the Welsbach from
Welsbach Incandescent Petroleum Burner.)

COMMERCIAL

EXCHANGE
CLOSING QUOTATIONS.

October 17th.

ON	London	Telegraphic Transfer	110%
Bank Bills, on demand	1/10		
Bank Bills, at 30 days' sight	1/10		
Bank Bills, at 4 months' sight	1/10		
Credits, at 4 months' sight	1/10		
Documentary Bills, 4 months' sight	11/12		

ON	PARIS		
Bank Bills, on demand	256		
Credits, at 4 months' sight	240		

ON	GERMANY		
On demand	192		

ON	NEW YORK		
Bank Bills, on demand	458		
Credits, at 60 days' sight	468		

ON	BRAZIL		
Telegraphic Transfer	139		

ON	CALCUTTA		
Telegraphic Transfer	139		

ON	SHANGHAI		
Bank, at sight	73		

ON	YOKOHAMA		
On demand	21		

ON	SINGAPORE		
On demand	79		

ON	BATAVIA		
On demand	112		

ON	HAI-FAH-PONG		
On demand	14		

ON	SAGOON		
On demand	1		

ON	BANGKOK		
On demand	83		

ON	BOHEMIAN		
Bank's Buying Rate	\$10.60		

ON	GOLD LEADS		
100 fine, per tael	\$5.90		

ON	BA SHIVE		
per oz.	25%		

SUBSIDARY COINS.

per cent

CHINESE	20 cents pieces	\$3.63 discount
Chinese	10	\$4.66
Chinese	20	\$4.45
Hongkong	10	\$3.98

SHARER LIST.—QUOTATIONS.

HONGKONG, OCTOBER 17TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS	CASE.
BANKS.—					